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CITY OF REDLANDS GENERAL PLAN

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*Redlands City Council
City planning Redlands*

COMMUNITY OBJECTIVES, PRINCIPLES AND STANDARDS

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RESOLUTION NO. 2979

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS
FOR ADOPTION OF AMENDMENT NO. 16 TO THE GENERAL PLAN

WHEREAS the Planning Commission of the City of Redlands has prepared an amendment to the General Plan and adopted such amendment in Resolution R.P.C. No. 377 after holding a public hearing upon notice in accordance with the Government Code of the State of California; and

WHEREAS Resolution No. 377, a copy of which is attached hereto, has been certified to the City Council of the City of Redlands; and

WHEREAS on the 23rd day of September, 1972, notice of Public Hearing was published in the Redlands Daily Facts; and

WHEREAS on this 3rd day of October, 1972, the City Council has held a duly advertised public hearing concerned with the proposed amendment to said General Plan; and

WHEREAS following said Public Hearing the City Council declares that the proposed amendment is in the interest of the public health, safety and general welfare; and

WHEREAS all of the provisions of the Government Code relating to the amendment of a general plan have been complied with,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Redlands;

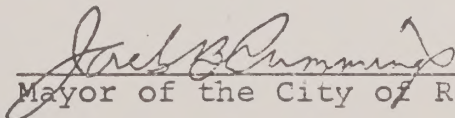
That the amendment to the General Plan adopted by the Planning Commission in Resolution No. 377 shall be adopted as follows:

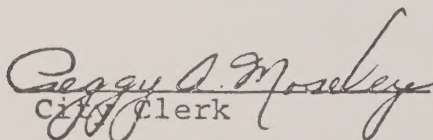
AMENDMENT NO. 16 TO THE
GENERAL PLAN OF THE CITY OF REDLANDS

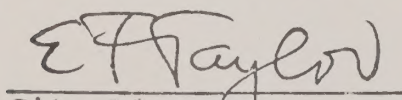
1. That the amended General Plan for the City of Redlands and a General Plan Report on Community Objectives, Principles and Standards, on file in the office of the Planning Department of the City of Redlands, are hereby adopted.

ADOPTED, SIGNED AND APPROVED this 3rd day of October, 1972.

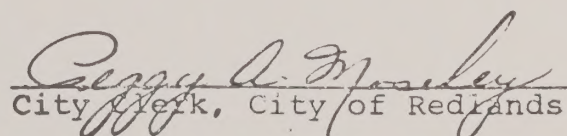
ATTEST:

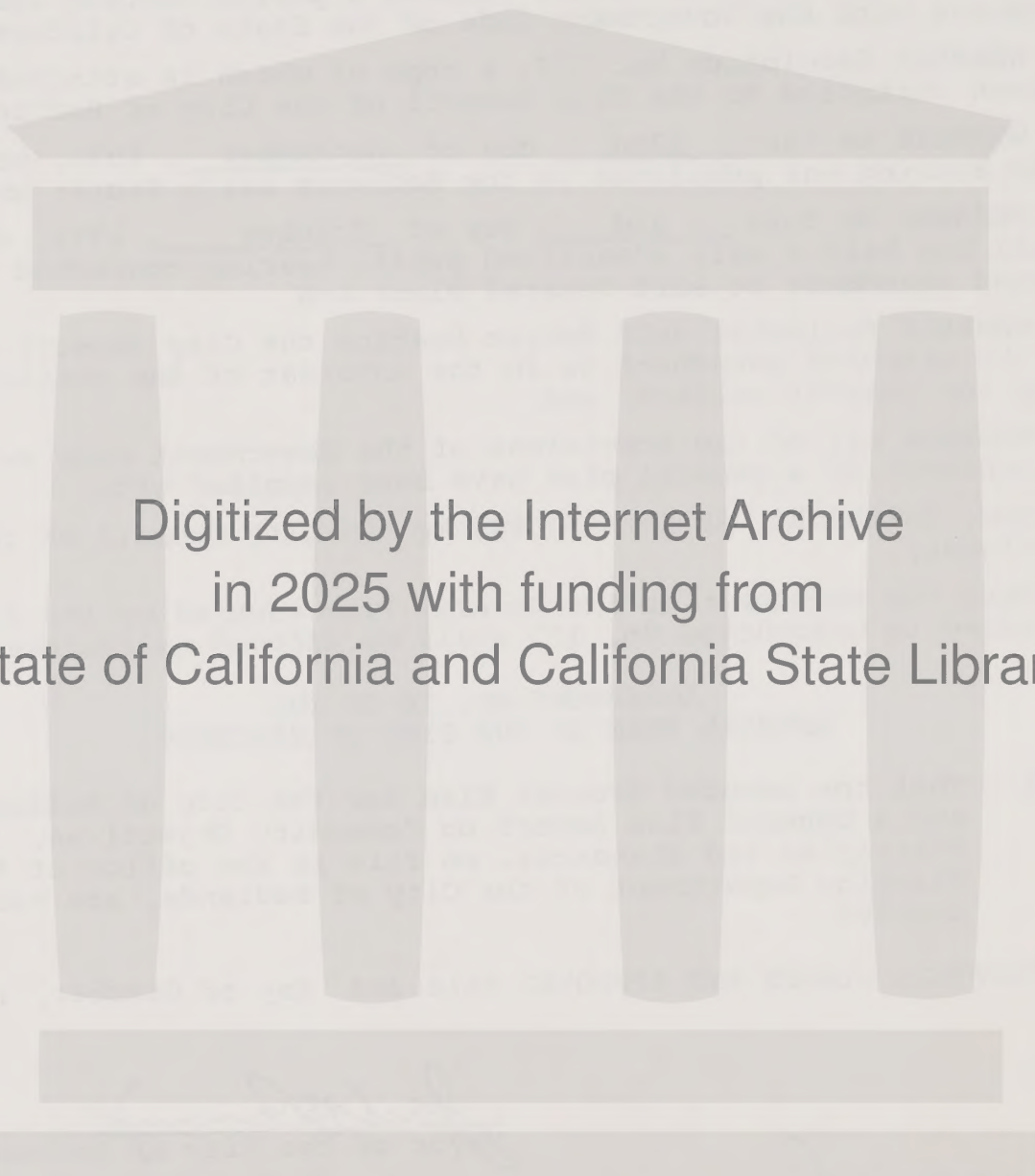

Mayor of the City of Redlands


City Clerk
APPROVED FOR FORM:


City Attorney

I, Peggy A. Moseley, City Clerk, City of Redlands, California, hereby certify that the foregoing resolution was duly adopted by the City Council at a regular meeting thereof held on the 3rd day of October, 1972.


City Clerk, City of Redlands



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THE GENERAL PLAN

INTRODUCTION

Growth in most communities can be considered inevitable; however, not all types of growth may represent an improvement in the welfare of the community or its people. A general plan can direct growth in desirable directions for the long range benefit of the community; thus the General Plan then becomes a basis for decision making by public officials. To be a meaningful document, the General Plan must be understood and supported by the people in the community.

More recently an understanding of the physical, social, and economic relationship in the use of land and how these factors influence our environment has become increasingly apparent. Local government and its citizens must be able to adjust to the pressing demands of urbanization under rapidly changing conditions.

STUDY AREA

The General Plan Area encompasses about 58 square miles (36,834 acres).

The elements of the General Plan of necessity extend beyond the city limits. Further, the study area includes land that has been officially established as under the influence of the city.

BASIC ASSUMPTIONS FOR PLANNING

The following statements form the basis for preparation of the amended Plan:

- At one time the economic base of the community was primarily agricultural. Over the years the economy has become diversified due to increased interest and desire to attract a variety of industries to the community. Continuation of such a program for attracting

industry will broaden employment opportunities and stabilize the local economy.

- There is an adequate supply of water to meet all agricultural, industrial, and domestic needs of the community.
- The city will continue to be an attractive place to live and work.
- The agricultural, educational, cultural, and residential attributes of the city will continue to be a dominant characteristic.
- New parks and the expansion of existing parks will make the city more attractive to the resident.
- A strong Central Business District has been replanned and will be rebuilt to retain and expand the commercial function of the city.
- Neighborhood shopping at a convenience level that will complement the Central Business District is considered desirable.

THE GENERAL PLAN

A General Plan is one of the most effective and valuable tools for guiding sound community growth. A General Plan is not intended to be a rigid document. It attempts to establish certain goals and directions for a community and to formulate procedures for achieving these goals.

A General Plan is described as:

COMPREHENSIVE: The plan provides for all major classifications of land use, and their interrelationships shall be designated.

LONG TERM: The plan anticipates the ultimate development of the community by designating desirable future relationships between people, uses, and facilities.

GENERAL: The plan establishes general boundaries and locations for uses of land and facilities together with policy statements and principles for their development.

The Comprehensive, Long Term General Plan embodies on a map or maps and in a written set of objectives, policies, and standards, a unity of purpose toward a better community for all.

Once adopted, the General Plan becomes the official guide for the establishment of policies which will achieve community goals and desired improvement in environmental standards. The General Plan must be flexible and subject to alteration as the need arises so that the community can adapt to changing conditions. The Plan should, therefore, be reviewed periodically in order to keep it up to date.

All parts of the plan are so closely interrelated that none can be considered independently in making intelligent decisions. Each element is presented separately for convenience alone.

INTERPRETING THE GENERAL PLAN

The General Plan must necessarily convey the same meaning to all.

In order that the interpretation can be consistent with the formulation of policy, the graphic features are described as follows:

In regard to the delineation of various land use areas, it should be noted that the outlines of land use areas are in some instances definite and straight and in other instances curving and free form. A curving line between two classes of land use indicates a flexible boundary and, therefore, subject to adjustment depending on growth demands. A straight line indicates a definite boundary for a particular land use.

Existing public facilities, such as parks, schools, and fire stations, are shown in their present location. The symbol for proposed public facilities are indicated in general locations.

As a rule the circulation element is specific; however, proposed routes may be general in location.

RELATIONSHIP OF THE GENERAL PLAN TO ZONING

A General Plan is concerned with long-range community development, whereas a Zoning Ordinance is concerned with current control of land uses. A General Plan, therefore, is not a zoning map, but rather establishes guidelines for the consideration of zone changes. Sound zone change procedures require that a zone change be in conformity with the General Plan. If a proposed zone change is determined not to be in conformity with the General Plan, then an amendment to the General Plan must precede the hearings on the zone change.

ELEMENTS OF THE GENERAL PLAN

The California Government Code requires that each planning agency shall prepare and the legislative body of each county and city

shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning.

The General Plan is comprised of a statement of development policies and a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

- (a) A land use element which designates the proposed general distribution and general location and extent of the uses of land for housing, business, industry, agriculture, recreation, education, public buildings and facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.
- (b) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.
- (c) A housing element consisting of standards and plans for the improvement of housing and for the provision of adequate sites for housing. This element of the plan shall endeavor to make adequate provision for the housing needs of all economic segments of the community.

- (d) A conservation element for the conservation, development, and utilization of natural resources.
- (e) An open space element describing the existing and proposed coordinated utilization of all forms of open space land.
- (f) A seismic safety element consisting of an identification and appraisal of seismic hazards.
- (g) A noise element in quantitative terms showing contours of present and projected noise levels.
- (h) A scenic highway element for the development, establishment and protection of scenic highways.

GOALS AND OBJECTIVES

Goals and objectives form an important part of the General Plan for it is with these as ultimate aims that the particular guidelines or policies are established by the city and then implemented in the planning process.

Goals and objectives may be modified over the years; however, it is essential that they be constantly re-appraised and adjusted as deemed necessary by residents in a community if the General Plan is to remain a meaningful document.

1. ECONOMIC GOAL: -to provide for continued orderly and diversified economic growth in the city of Redlands and the adjacent area.

OBJECTIVE: -to aid in the development of viable, stable, and attractive commercial areas.

-to upgrade and improve existing commercial areas.

-to encourage and promote orderly development and growth of industrial areas.

-to maintain and encourage the best possible use of agricultural land, protecting it against premature encroachment of non-agricultural development.

2. RESIDENTIAL GOAL: -to provide a suitable living environment within every neighborhood of the city.

OBJECTIVE: -to preserve and encourage desirable land use relationships.

-to improve and upgrade existing residential areas.

-to provide adequate parks, schools, and other public facilities for every neighborhood.

-to encourage planned residential developments in order to achieve a more efficient, esthetically pleasing and desirable use of land.

3. CIRCULATION GOAL: -to provide a safe, efficient, and adequate circulation system.

OBJECTIVE:

-to provide freeways, major arterials, secondary highways, collector streets, and a local street system that will serve residential and business areas as well as thru traffic and further upgrade and improve existing vehicular and pedestrian routes in business and residential neighborhoods.

4. EXPANSION GOAL:

-to provide for the orderly growth and expansion of the City of Redlands.

OBJECTIVE:

-to encourage, where mutually beneficial to all concerned or otherwise desirable, the annexation of urban areas adjacent to the City of Redlands within the approved Zone of Influence.

POPULATION HOLDING CAPACITY

In establishing community goals and in forming long-range proposals for the development of the City, it is necessary to estimate the maximum number of residents which can be accommodated in the planning area. This estimate of resident population represents ultimate holding capacity and is the basis for planning the location and development of such facilities as schools, parks, libraries, highways, utility systems, and other facilities, both public and private.

Holding capacity is determined by: measuring the total amount of land in acres within each residential area; calculating the number of dwelling units that could be developed in these areas; and converting dwelling units to population by applying an appropriate household size to total dwelling units. The holding capacity for the Redlands Planning Area has been calculated at 160,000 persons.

PROJECTED LAND USE

The proposed land use for the General Plan area has been tabulated for the city and the study area as follows:

<u>RESIDENTIAL</u>	<u>GROSS AREA</u>	<u>PERCENTAGE</u>
Urban Reserve	8,789 Acres	
Hillside	8,417	
Low Density	6,445	
Medium Density	<u>1,821</u>	
Total	25,472 Acres	68.7%
<u>COMMERCIAL</u>		
A-P	55	
Neighborhood	37	
Freeway	25	
General	<u>316</u>	
Total	433 Acres	1.2%
<u>INDUSTRIAL</u>		
Urban Services	310	
Light	1,531	
General	<u>783</u>	
Total	2,624 Acres	7%
<u>PUBLIC</u>		
Civic Center	37	
Elementary	83	
Junior High	68	
Senior High	52	
College	<u>319</u>	
Total	559 Acres	1.6%
<u>OPEN</u>		
Playground, Existing	25	
Park, Existing	126	
Golf, Existing	<u>117</u>	
Total	268 Acres	
Conservation	<u>6,396</u>	
Total	7,546 Acres	20.6%
<u>SPECIAL</u>		
University of Redlands	140	
Airport	143	
Cemetery	<u>56</u>	
Total	339 Acres	1%
TOTAL	36,834 Acres (57.5 square miles)	

INTRODUCTION

The purpose of this study is to determine the effect of the proposed development on the surrounding area.

SCOPE

The study is limited to the area within the proposed development and its immediate surroundings.

The study will be conducted in accordance with the following objectives:

- 1. To determine the effect of the proposed development on the surrounding area.
- 2. To determine the effect of the proposed development on the surrounding area.
- 3. To determine the effect of the proposed development on the surrounding area.

The study will be conducted in accordance with the following objectives:

- 1. To determine the effect of the proposed development on the surrounding area.
- 2. To determine the effect of the proposed development on the surrounding area.
- 3. To determine the effect of the proposed development on the surrounding area.

CONCLUSION

The study has shown that the proposed development will have a significant effect on the surrounding area.

LAND USE

INTRODUCTION

It is intended that this section serve as a basis for establishing compatible land use relationships and orderly growth.

AGRICULTURAL

It is anticipated that agriculture will continue to be an important element in the local economy. The General Plan recognizes the importance of a sound agricultural base.

The principles and objectives established by the General Plan to conserve the agricultural areas are as follows:

- The General Plan proposes the retention of an urban reserve of productive agricultural lands and affirms the community objective of a sound agricultural economy so long as it is practical to do so.
- Urban development within the agricultural zones should be prohibited in recognition of the fact that to do is a disservice to both the resident and the farmer.
- This policy will provide for orderly growth from the center of the city. Greater economy and efficiency in the provision of community services and facilities will be realized by this program.

RESIDENTIAL

Residential desirability has been a historical attribute of Redlands. The Plan proposes a broad range of residential

districts to accommodate any anticipated housing desire on the part of its residents.

It is the purpose of this Plan to:

- Establish a range of residential densities and development standards which reflect the types of housing that should be encouraged. Consideration should be given to the present physical form of the City as well as the social and economic forces which will continue to affect the pattern of residential development.
- Identify, generally, the various residential areas and the proposed densities.
- Coordinate development of the residential areas with the other land use elements and public facilities which will be required to serve the projected future population.
- Protect the amenities of the residential neighborhoods by establishing policies and standards which discourage the encroachment of inharmonious uses and encourage the elimination of substandard or conflicting uses and other undesirable conditions.
- Establish principles which will encourage better neighborhood design.
- Recommend that the City require all utility lines to be placed underground except in areas where this is not physically feasible.

1. LOW DENSITY HILLSIDE (1-3 UNITS PER NET ACRE)

The low density residential areas are proposed for the hillsides in the southeast section of the City. The following principles for development of hillsides contain planning policies and standards which can be applied with consistency to all future development of these areas:

- Develop the hills to a maximum overall density of two families per net residential acre.
- Encourage the retention of natural hillside areas (earth and vegetation) and minimize the quantity of earth moving as much as possible.
- Provide adequate streets and vehicular circulation to serve the area and also to permit good access to all areas for emergency vehicles.

2. LOW DENSITY (4-6 UNITS PER NET ACRE)

This density permits the typical single family developments on lots ranging from 7200 square feet to 10,000 square feet.

The following principles for guiding future single family developments are all related to the creation and maintenance of a desirable environment for single family living:

- The arrangement of homes on individual lots within the subdivision should be planned with greater concern for the overall appearance of the area when fully developed. Rigid adherence to minimum yard requirements and minimum setback lines tend to create monotony within

the neighborhood regardless of the variations in house color and decoration.

3. MEDIUM DENSITY RESIDENTIAL (10-15 UNITS PER NET ACRE)

The medium density areas proposed in the General Plan provide for various types of multiple residential uses. It is anticipated that apartments with ample landscaped open areas and internal recreation facilities could be developed. In many instances this type of development would become attractive to families with children.

The principles established by the General Plan to guide development within the medium density areas are as follows:

- Encourage the assembling of smaller parcels of land into larger, more usable sites to permit better arrangement of buildings and open spaces.
- The higher density residential areas of the city should provide adequate usable open space for occupants both on the individual sites and in public parks. This open space should be related in size and location to the number and arrangement of units on the site.
- The location of off-street parking areas and garages and access to these areas should be arranged so that they do not destroy the visual quality of the neighborhood. This would prohibit the use of the front yard areas for off-street parking.

- The amount of land area covered by structures should decrease, thereby providing greater open space where structures exceed two stories in height. This can be accomplished by requiring that side and rear yards and distances between buildings maintain a direct relationship to the height of the structures.

4. PLANNED RESIDENTIAL DEVELOPMENT

The General Plan recommends that greater flexibility be encouraged in the design and arrangement of housing by permitting a project containing a mixture of housing types.

The principles established by the General Plan to guide planned residential developments are as follows:

- Arrangement of structures and circulation elements should provide usable, efficient, and aesthetically desirable open areas for recreation and outdoor living.
- The overall density of housing units within the project should not exceed the density established by the General Plan.
- Design of the project should not adversely affect adjacent residential areas.

COMMERCIAL

The General Plan establishes objectives and principles for the conservation of existing commercial districts and the development of new ones.

It is the purpose of the General Plan to:

- Provide sufficient commercial land area within the City and Planning Area to meet the ultimate needs of the community when developed to capacity.
- Promote the development of commercial facilities which are convenient to residents of the Planning Area.
- Establish the Central Business District of Redlands as the principal commercial area within the city.

1. CENTRAL BUSINESS DISTRICT

The importance of the Central Business District in many communities has been diminished by competition from outlying shopping centers. These modern centers have capitalized on shortcomings of the older, congested, inefficient central city areas by providing convenient access, free parking, and a pleasant environment in which to shop.

Redlands has taken preliminary steps toward complete revitalization of the Central Business District. The Central City revitalization concept should:

- Bring about the coordination of public and private activities to accelerate and encourage desirable growth and change.
- Organize existing and new facilities in a pattern that will cause activities to complement one another.

- Take full advantage of the excellent vehicular circulation system that presently exists and recognize that roadway improvements are attainable that will further enhance the central city's accessibility.
- Create a superior environment for shoppers, workers, visitors and residents.

2. NEIGHBORHOOD SHOPPING

The General Plan recognizes the convenience of carefully controlled outlying shopping districts to provide the day to day goods and services required by people who live within a few minutes driving time from these Centers. Standards must be very high since these areas are usually a part of a residential environment.

Neighborhood Convenience Centers should:

- Be located near the center of their respective trade area.
- Be located at the intersection of major traffic arteries.
- Not encourage substantial increases in traffic circulation on local streets serving residential areas.
- Remain relatively small and not expand into a major shopping center and thus disrupt the residential character of the neighborhood.
- Be designed in a manner that will provide protection to adjacent residential areas.

- Conform to special regulations of business signs with respect to their size, location, and general character.

3. HIGHWAY COMMERCIAL

Highway commercial normally includes uses that are largely dependent on serving the motoring public. The amount of land needed for these uses is related not only to the local population but also to regional aspects of the area. It is impossible to project ultimate need for highway uses in a city bisected by an interstate freeway. It is, however, necessary to point out the following problems created by extensive strip commercial uses:

- Traffic movement on these streets is less efficient because of vehicles entering and leaving off-street parking areas and curb parking spaces. This can be relieved to some degree by requiring off-street parking, providing a frontage road and decreasing the number of access points to the major highway from private property.
- The visual quality of most highway frontage development is often not inviting; mediocre streets, excessive signs and billboards and utility poles create a seemingly endless corridor of visual conflict. Setbacks, sign controls, underground utilities and landscaping, where practical, can improve the appearance of commercial streets and thus the community as a whole.
- Commercial developments often tend to blight abutting residential uses, especially along strip commercial

streets. In planning new areas it is important that a buffer strip be established.

4. PROFESSIONAL AND ADMINISTRATIVE OFFICES

These uses do not require a location which is dependent on pedestrian traffic. However, they do require convenient and accessible locations to the individuals and organizations that they serve.

Certain retail uses may be permitted in these districts, provided, however, that they are related to the primary office functions. Office uses are ideal transitional uses between both commercial and residential areas as well as industrial and residential areas.

INDUSTRIAL

It is anticipated that the City of Redlands will become an important area for certain kinds of industrial activity. The proximity of major railroads, coupled with excellent freeway linkages with the local region and Los Angeles Metropolitan Area, will continue to attract new manufacturing.

It is assumed that future growth of Redlands will result primarily from the development of new industrial activity and the expansion of existing industrial firms. Preservation of those elements which have attracted and will continue to attract diversified activities is essential. The Plan must, therefore, attempt to:

- Draw attention to the regional advantages of Redlands for industrial development, especially for those types of activities that produce items for the Southern California markets.

- Provide sufficient land area in appropriate locations for the optimum development of manufacturing and related uses.
- Protect adjacent residential districts from industrial uses by proper screening, landscaping, and open space buffer strips.
- Encourage the development of compatible industrial uses within industrial districts and provide for their mutual protection through the establishment of performance standards designed to control the emission of noise, odor, ground vibration, smoke, dust radioactivity, and other nuisance elements.
- Insure adequate circulation facilities, off-street parking, loading and service areas within industrial districts.
- Encourage private development of well designed industrial park subdivisions which meets high standards of improvement. This would be attractive to those industrialists who seek a special protective environment for their plants and highly skilled employees.

1. URBAN SERVICES

Certain commercial uses are compatible with industrial uses. The Plan provides for such development generally in the area between Redlands Boulevard and the interstate freeway.

2. LIGHT INDUSTRIAL

It is anticipated that special industrial districts in attractive locations with good highway access and other necessary facilities will continue to be popular in the

future. It is essential that sound principles for the development of these areas be established as follows:

- Industrial development should take place within organized, well designed industrial subdivisions with adequate internal traffic circulation and all necessary utility installations.
- Uses within the light industrial areas should meet minimum standards of performance with respect to the emission of nuisance elements such as noise, air pollution, vibration, odor, and radio interference.
- Industrial uses should not detract from the appearance of the district. Outdoor storage areas and other unsightly outdoor activities or structures should not be observable from the neighboring property or adjoining streets. An acceptable method of screening these elements from view should be required.
- In areas where the district is across from or adjacent to residential or commercial districts, or in areas where the character of other development would suffer from typical industrial development, the appearance of the areas should be enhanced through greater setbacks, landscape treatments of the front area, and the encouragement of better architecture.
- Where light industrial districts adjoin a residential district, an open space, landscaped buffer should be required.
- Related and adequate off-street parking should be required.

- The design of these industrial areas should route vehicular traffic to and from freeways and major expressways without encroaching on or passing through residential or major commercial developments.
- The size, shape, location and type of signs should be regulated in keeping with aesthetic characteristics of the district.

3. GENERAL INDUSTRIAL

There are many industrial uses that require large land areas, proximity to rail switchings and major truck routes. These uses tend to avoid built up residential areas or congested downtown locations. They prefer to be isolated and protected from encroachment by residential uses. The principles for developing the industrial potential of these areas are generally the same as for the Light Industrial areas.

- # CIRCULATION

CIRCULATION

CIRCULATION

INTRODUCTION

The purpose of the circulation element is to insure that provision is made for a safe, efficient, and adequate circulation system in terms of both present demand and expected increase in traffic volume.

OBJECTIVES

- The circulation element proposes an integrated system to provide for the efficient and safe movement of people and goods within the City and its environs and between the City and all parts of the region.
- Circulation facilities are functionally related to the type of trip and carrier to be accommodated.
- Expansion of existing facilities and the addition of new circulation units will accommodate the ever growing needs of an expanding economy and accompanying growth of population locally and throughout the region.
- The responsibility for providing adequate circulation rests with many levels of government and private individuals. The plan establishes procedures for coordinating the efforts of all responsible agencies, both public and private, in order to insure comprehensive planning and development of all circulation facilities.
- The General Plan establishes sound and consistent policies for minimizing conflict between the various circulation systems and their relationships to the areas through which they pass.

- The General Plan establishes standards for the sizes, widths, and certain improvements that should be followed in the development of circulation facilities. These standards should be consistent with those of adjoining cities and county areas to insure reasonable continuity of location and width throughout the area.

DEFINITIONS AND STANDARDS FOR ROAD SYSTEM

1. FREEWAY

Freeways are designed to move high-speed vehicular traffic through metropolitan areas, between cities, or to and from major traffic generators--shopping, employment, recreation centers--without impeding a continuous steady flow.

Design Characteristics

Freeways differ significantly from other types of highways through the design of special access controls. There are no traffic signals. Parking, except for emergency, is prohibited within the right-of-way. Cross traffic is carried either under or over the freeways on separating structures. On and off traffic interchanges with major highways and other intersecting freeways are accomplished by providing ramp lanes which merge with the main stream of traffic. The ramps are of sufficient length to permit acceleration and deceleration between the main flow and point of directional change.

Freeways are fenced to further restrict both autos and pedestrians from gaining access from abutting property. Where access to private property located adjacent to the freeway is necessary or desirable, a separate parallel frontage road is provided between points of interchange.

Right of way width varies 200 feet and up
Moving lanes 4 to 8
Daily traffic volume 25,000 - 180,000

Planning Principles

The following principles of freeway location should be considered when planning the alignment of a freeway through an urban area.

- Freeways should avoid bisecting a homogeneous area such as a residential neighborhood, commercial district, or special service district where pedestrian or short driving relationships are essential.
- Freeways should be located no closer than 500 feet from the property line of elementary, junior and senior high schools.
- Freeways, if well designed and properly landscaped, provide excellent buffers or barriers between areas of differing usage, such as between residential and industrial areas. They should, where possible, be located along the edge separating major land use districts.
- Freeways should be depressed when passing through or near a residential area.

2. MAJOR HIGHWAYS

The major highway is designed to move large volumes of traffic within a city and to collect and distribute it from freeways to lower capacity streets or traffic generators. A median strip increases efficiency and capacity when provided.

Design Characteristics

The major highway is designed to carry four lanes of traffic, two in each direction, and also provides two lanes for parking. Major intersections are controlled by signalization and, where possible, left turn pockets are provided in the median strip.

Right of way width	80' - 120'
Paved area	Variable to 72'
Moving lanes	4
Parking lanes.	0 - 2
Daily traffic volume	10,000 - 20,000
Special features	Provide for left turn lane

Planning Principles

- Major highways should be located at the boundaries of the residential neighborhood.
- Residential development adjacent to a major highway should be designed in such a way that direct traffic access between homes and the highway is limited.
- Commercial uses should be discouraged from locating along secondary highways, excepting at appropriate locations indicated on the General Plan.
- Vehicular access to and from the secondary highway should be limited in the same manner as suggested for major highways.

3. SECONDARY HIGHWAYS

Secondary highways are designed to carry local traffic from

freeways and majors to lower capacity streets or traffic generators.

Design Characteristics

The secondary highway is designed to carry four moving lanes of traffic, two in each direction, and provide, where possible, two lanes of parking.

Right of way width	80' - 88'
Paved area	variable to 64'
Moving lanes	4
Parking lanes.	0 - 2
Daily traffic volume	5,000 - 10,000

Planning Principles

- The secondary highway may have either origin or destination within the city, and should not necessarily be designed to serve inter-community traffic.

4. COLLECTOR STREETS

Collector Streets are designed to collect and distribute local traffic from lower-capacity to higher-capacity streets and to provide access to abutting properties.

Right of way width	54' - 64'
Paved area	40'
Moving lanes	2
Parking lanes.	2
Daily traffic volumes.	500 - 5,000

5. LOCAL RESIDENTIAL STREETS

Local streets provide access to collector and higher capacity streets. They are designed to carry neighborhood residential traffic only and should never be designed to encourage through traffic.

Right of way width	50' - 60'
Paved area	36'
Moving lanes	2
Parking lanes.	2
Daily traffic volume	Variable

6. HILLSIDE STREETS

The system of local and collector streets serving low density hillside residential development should provide safe and convenient circulation within the area and between the area and higher capacity highways.

It is recommended that streets in hillside areas conform to special standards which permit variation in right of way width in areas or along sections of the road where conformance with the typical standards are not feasible because of topography.

Right of way width	Variable
Paved area	Variable (depending on number of parking lanes)
Moving lanes	2
Parking lanes.	0 - 2
Daily traffic volume	Variable

7. INDUSTRIAL COLLECTOR STREETS

Industrial collector streets should be designed and improved to

facilitate auto and truck traffic generated between industrial plants and major streets or freeways. Street widths and turning radii are of major importance because of the dependency of industrial areas on motor transport. The ability of these streets to accommodate high peak hour employee traffic efficiently and safely is also an important consideration.

Right of way width	64'
Paved area	48'
Moving lanes	2
Parking lanes.	2
Daily traffic volume	Variable

HOUSING

The 1975 State Legislature gave to the Department for the
General Plan a Housing Element which contains a number of
policies and programs for housing. The Housing Element
is a part of the General Plan and is a required document. It
is required to be periodically updated.

HOUSING

HOUSING

INTRODUCTION

The 1967 State Legislature added to the requirements for the General Plan a Housing Element; this addition suggests a growing concern and awareness for housing problems. The Housing Element for Redlands has been completed and is a separate document that is required to be periodically updated.

COMMUNITY FACILITIES

1. Providing a comprehensive long range projection of land use and circulation which includes existing and proposed schools.
2. Providing a basis for statistically estimating future population within specific areas of the community and translate these estimates into school enrollments.

Objectives

- The General Plan establishes policies which will aid school authorities in determining the best locations for schools and provide guidance for the purchase of school sites in advance of need in order to ensure their future availability.
- Schools should be located in a pleasing environment free from noise, smoke, dust and congested traffic.
- School facilities should be located as near the center of their attendance area as possible in order to minimize cost of transporting children to and from school.
- Joint use of school facilities for neighborhood recreation should be encouraged. This would ensure the taxpayer the use of all public facilities regardless of whether the facility is City, County, or a special tax district such as a school district.
- Schools should be attractively designed and landscaped and should enhance the visual quality of the neighborhood in keeping with an overall city or area wide program for city beautification.

COMMUNITY FACILITIES

INTRODUCTION

The section on Community Facilities is intended to review and evaluate the availability of public services, buildings, and related facilities. It is important in the General Plan to consider type, function, general location, and size criteria, as well as the interrelationships between the facilities.

PUBLIC SCHOOLS

Planning for the location of public schools is an important function of the General Plan. The need for new schools is closely related to growth in residential development within the community which is guided by the General Plan. It is possible, therefore, to estimate the number of school age children and the number of elementary, junior and senior high schools which will be needed to serve anticipated residential development in individual neighborhood units that will ultimately comprise the City. It is also possible and desirable to identify the most appropriate location.

The responsibility for providing public schools rests with the school district and its elected board members. The General Plan is not an attempt to assume the responsibility for detailed planning of public school facilities, but rather serves as a bridge between the long range development opportunities of the community and their general translation into future school needs. It is the intent of this Plan to aid the school district serving the Planning Area by:

<u>Level</u>	<u>Pupil Enrollment</u>	<u>Desirable Attendance Radius (Mi.)</u>	<u>Land Area (Acres)</u>	<u>Location</u>
Elementary	700	1/2 - 1	10	On local or collector streets Attendance areas should be split along major or secondary highways
Junior High	800-1,000	1½	20-25	On collector streets
Senior High	2,500	2	45-50	On major traffic arterials which provide good access to the attendance area

PARKS AND RECREATION

Objectives

- Land for development of Parks and Recreation facilities should be purchased as soon as possible to ensure the availability of adequate sites, properly located, to serve specific sections or neighborhoods of the City when ultimately developed.
- The resources of the City should be concentrated on the development of community level parks providing a wide variety of recreational facilities within a well landscaped park setting.
- The parks and recreation system should pursue joint use of open areas under the control of other public authorities, such as school grounds, flood control land, water company reserves and open utility easements.

- High density residential areas, as shown on the General Plan, should have pedestrian walkways to adjoining community parks and recreation areas. Where high density areas, as shown on the General Plan, are located some distance from existing park sites, small neighborhood parks are justified to provide open space for a highly concentrated adult population.

NEIGHBORHOOD RECREATION

The recreation program should include activities oriented to serve the day to day needs of the residents living within the neighborhood unit. This need is particularly acute in the single family areas with a large pre-teenage population. The elementary school grounds should be available after school hours, weekends, and during vacations for both free play and organized sports. The school is the most logical place for development of recreational programs at the neighborhood level.

COMMUNITY PARKS

The most important element in the park program concerns the location and development of community parks. The community park provides a wide variety of recreational opportunities and is principally oriented to serve the recreational needs of the family and special groups by providing both indoor and outdoor facilities.

The plan recognizes eight existing community level parks and recommends the acquisition and development of additional sites to serve the ultimate needs of the community.

The following standards are recommended by the General Plan for location and development of Community Parks:

Service area - There should be a community park within one mile of every home in the city.

Size - The community park should comprise 20 to 30 acres of land.

Location - Community parks should have good access to major traffic thoroughfares, and where possible should be near or adjacent to junior or senior high schools for joint use of the recreational facilities.

Features - The community park may include the following facilities: Picnic areas, lighted athletic team game areas, swimming pool, recreation buildings, rest rooms and storage buildings, lighted court game areas, outdoor theaters or camp circles, attractive landscaped passive recreation areas and adequate off-street parking areas.

OTHER SPECIAL USE FACILITIES

BRIDLE TRAILS

The plan designates certain areas for use as riding and hiking trails. The plan proposes a comprehensive system of trails linking the lower density residential areas with the outlying hillside and canyon areas within and beyond the city boundaries. Wherever possible, such trails should be located along rear property lines and in natural canyons. When necessary to provide a complete connecting system, or where it is not feasible to locate elsewhere, the bridle trails shall be placed in the parkway area between the sidewalk and street curb with suitable base material to identify the trail and yet provide a presentable appearance for the home owner whose property will participate in the bridle trail system.

CIVIC CENTER

The civic center represents the nucleus of the city to many of its citizens. The overall design and function can create a reservoir of community pride and identification. A well designed civic center can reflect the city's social values, its aspirations, its historical traditions and associations. The plan proposes a civic center area that is closely associated with the Central Business District, yet distinctly identifiable as the center of cultural and governmental activities.

Plans for physical developments within and adjacent to the civic center must be given careful consideration as to their visual and functional relationship.

FIRE STATIONS

It is essential that the comprehensive planning of public facilities include the location of all fire stations existing and proposed. These facilities should be coordinated with other elements of the Plan which affect the department's ability to cover the entire City with adequate and efficient protection.

Standards for Location and Development of Fire Stations:

- Station Coverage - Fire stations should be spaced so that maximum coverage is gained by each individual fire fighting and rescue unit. There should be an engine company within 3/4 mile of all high value commercial and industrial areas and within two miles of all residential areas.
- Site - Stations should be located on sites which are of adequate size and properly shaped to house equipment and

personnel and provide parking and other open areas necessary for the operation of a unit. The site should be at least 150 feet in width and 200 feet in depth. The site should be above surrounding grade and should have good drainage to the street.

- Relationship to Streets - The station should be oriented to provide safe efficient access to the highway system. Trucks should enter a collector type street near the intersection with a major or secondary highway.
- Hillside Coverage - Stations serving hillside development should be located near the crest or above the area served, near the intersection of major or collector streets.

HOSPITAL COMPLEX

The plan recognizes the relationship of a community hospital to certain carefully selected medical facilities which are complementary in nature to the existing hospital. The plan does not propose the establishment of a new medical office grouping. Areas for associated medical clinics, hospitals, and offices should be contained within an area along Terracina Boulevard, north of Fern Avenue, and south of Olive Avenue.

MUNICIPAL AIRPORT

The plan recognizes the importance of an adequate airport system for the attraction of industry. Expanding economic activity and population growth, combined with increased use of air transportation, require the establishing of proper airport facilities if a community wishes to maintain a balanced transportation system. The city has acknowledged this need by the establishment of a municipal airport.

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U.C. BERKELEY LIBRARIES



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SCENIC DRIVES

There are several areas within the city which are desirable for retention and development as scenic drives. The plan designates the bluff area along the north edge of the city for such a drive.

